

# BookletChart™

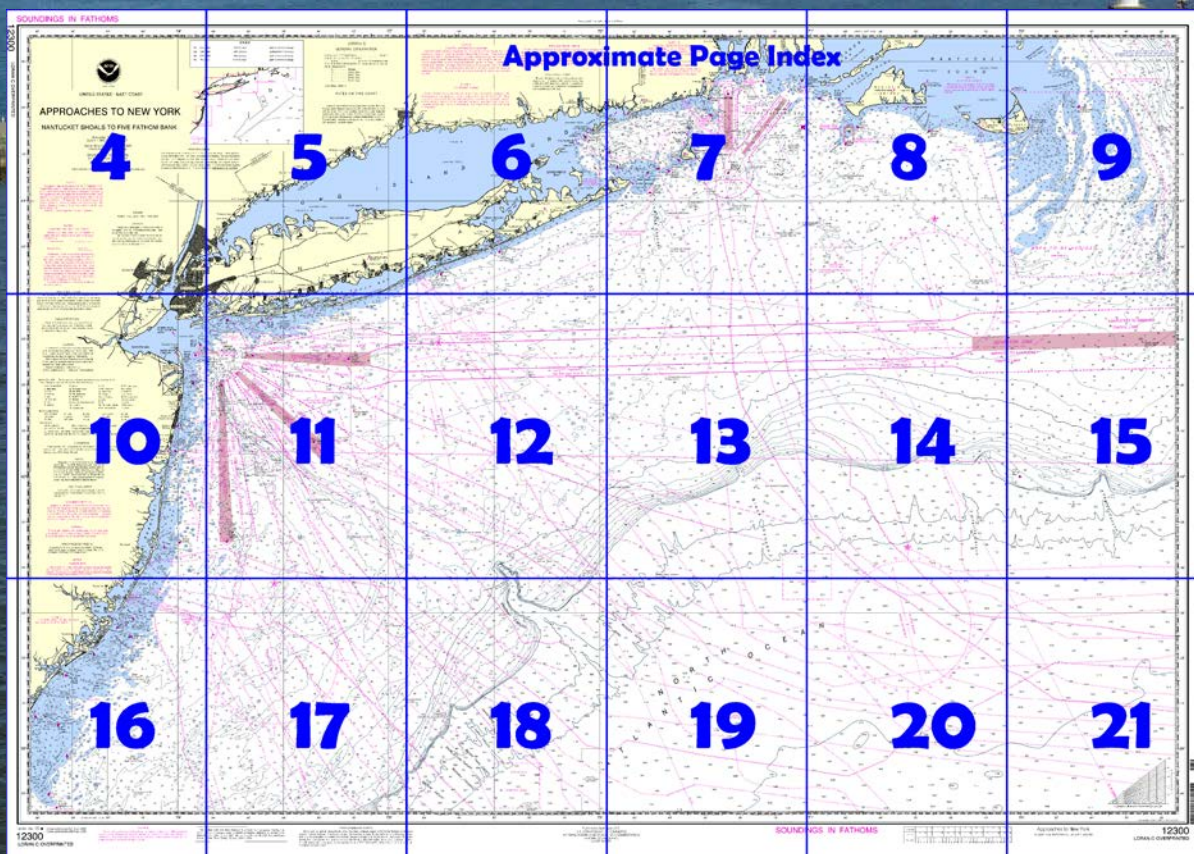


## ***Approaches to New York – Nantucket Shoals to Five Fathom Bank*** **NOAA Chart 12300**

***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

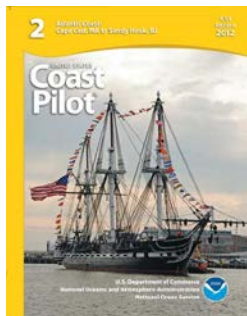
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12300>.



### (Selected Excerpts from Coast Pilot)

The south coast of Long Island has a general trend of 247° for 68 miles from Montauk Point to Fire Island Inlet, and thence trends 263° for 36 miles to the western end of Coney Island in the Lower Bay of New York Harbor. It is a clear shore and may be safely approached as close as 1 mile with not less than 30 feet anywhere between Montauk Point and Rockaway Inlet, except off Fire Island Inlet and the inlet's westward side

where the shore should be given a berth of at least 1.5 miles. When viewed from seaward it presents only a few prominent features. It is composed of a series of sand dunes backed by low dark woods.

Shinnecock, Moriches, Great South, and Hempstead Bays are inside the beach along the south coast of Long Island and form an **inside route** for boats of about 3-foot draft. The three main inlets from the sea to these bays are Fire Island Inlet, Jones Inlet, and East Rockaway Inlet. These inlets and all auxiliary channels within the south coast of Long Island have numerous wrecks, obstructions, frequent and extensive changes, and, although marked in many areas, should not be used without local knowledge.

Two small inlets, Shinnecock Inlet and Moriches Inlet, which broke through in 1938 and 1931, respectively, are also used by small boats for entrance to these bays, but their use is not advisable without local knowledge.

**No-Discharge Zone.**—The State of New York, with approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the South Shore Estuary Reserve (SSER) and its harbors, bays and creeks (see chart 12352). The waterbodies included in the SSER are Shinnecock Bay (East and West), Quantuck Bay, Moriches Bay (East and West), Bellport Bay, Patchogue Bay, Nicoll Bay, Great South Bay (West, East and Great Cove), South Oyster Bay, East Bay Complex, Middle Bay Complex and Western South Shore Bay.

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander  
1st CG District  
Boston, MA

(617) 223-8555

## Table of Selected Chart Notes

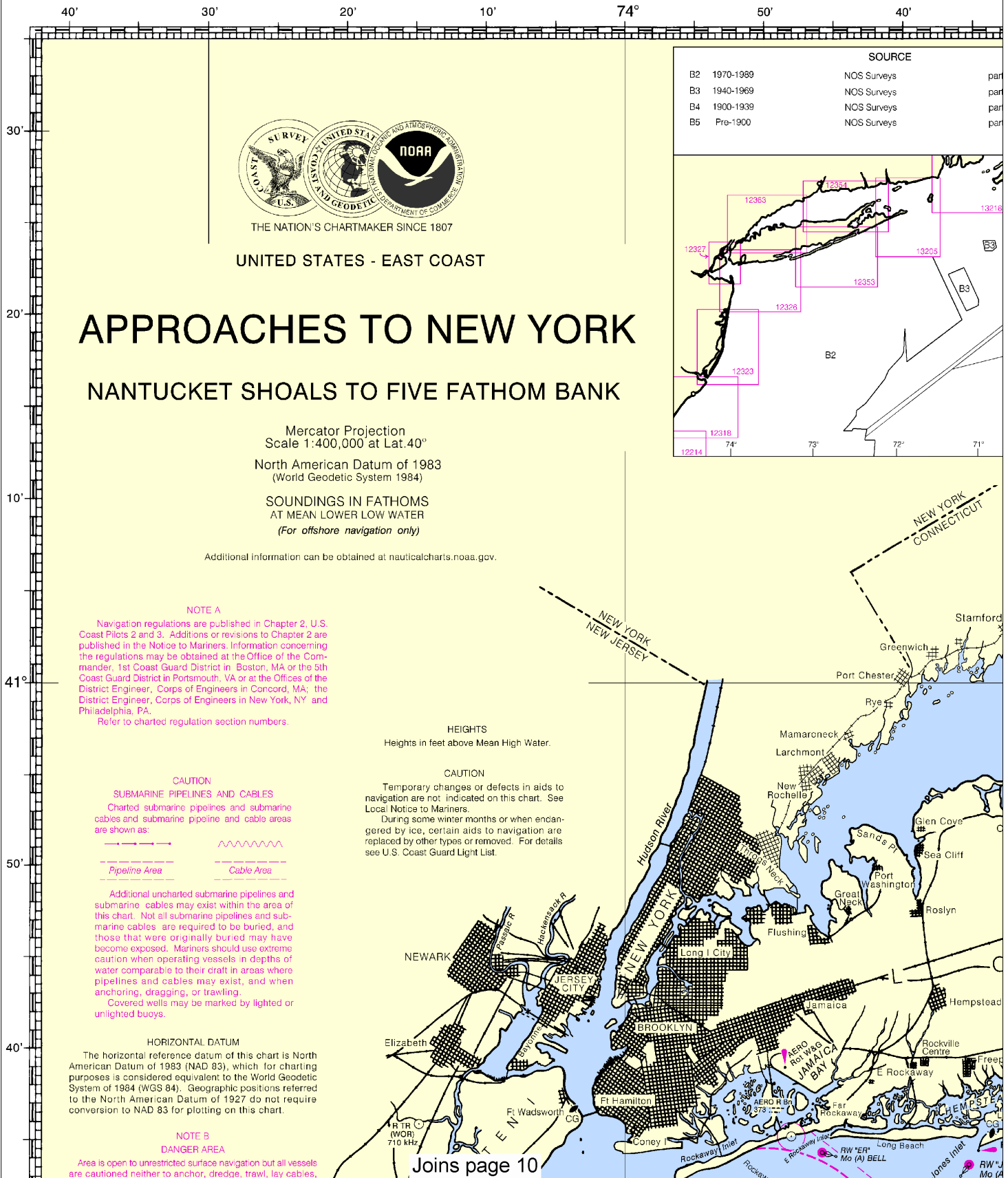
Corrected through NM Jun. 30/12  
Corrected through LNM Jun. 26/12

Mercator Projection  
Scale 1:400,000 at Lat.40°  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER  
(For offshore navigation only)



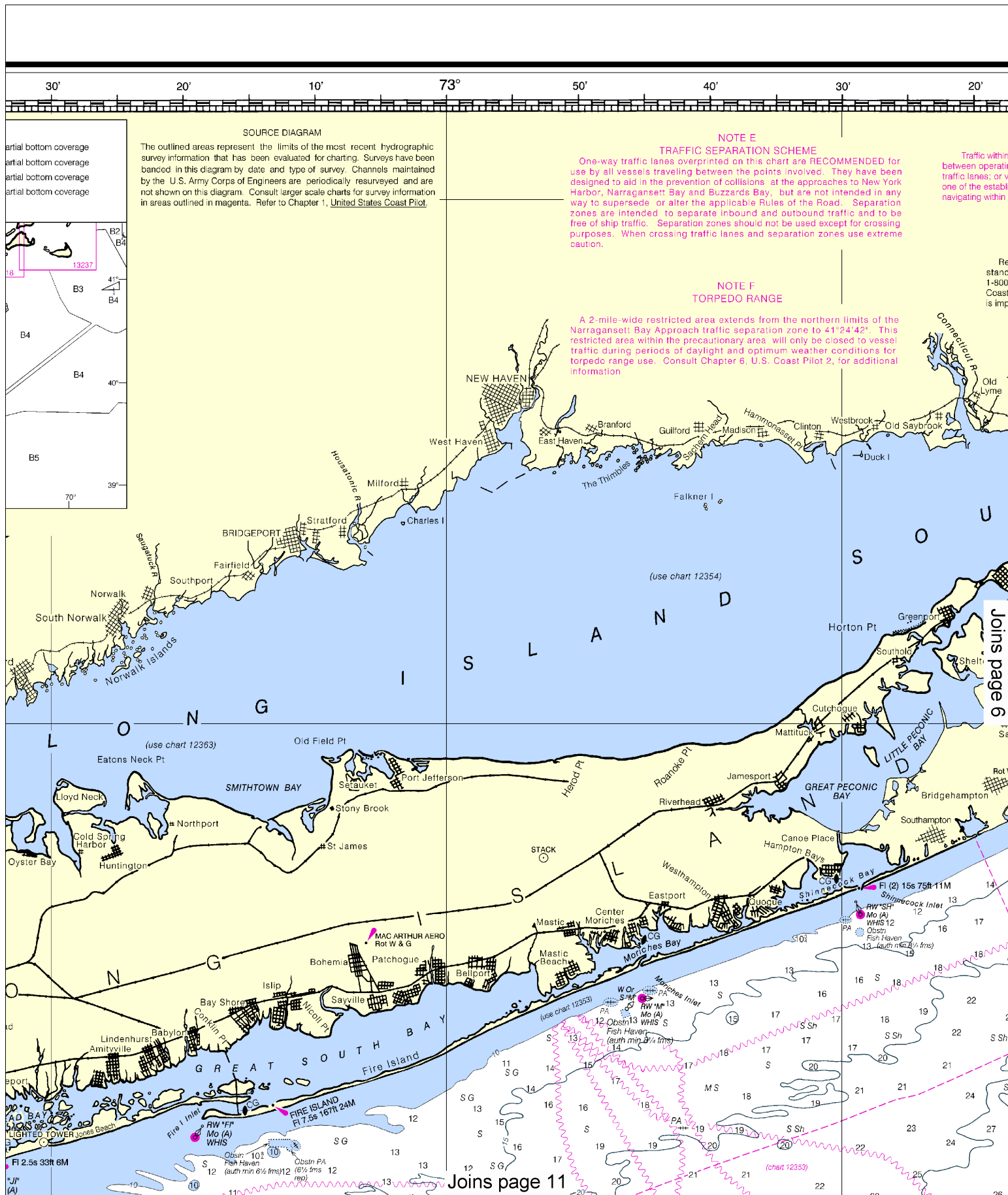
# SOUNDINGS IN FATHOMS

12300

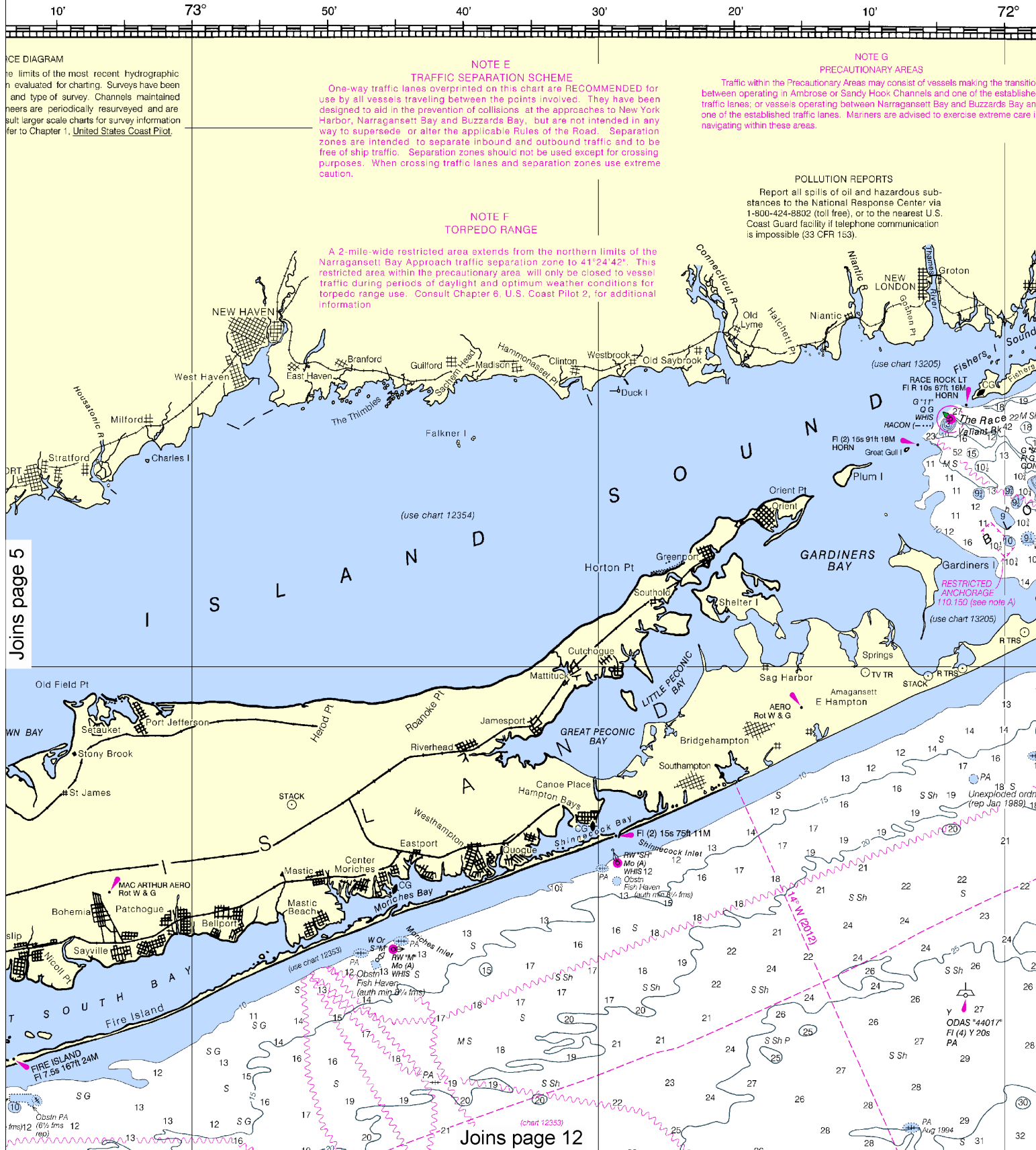


4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:533333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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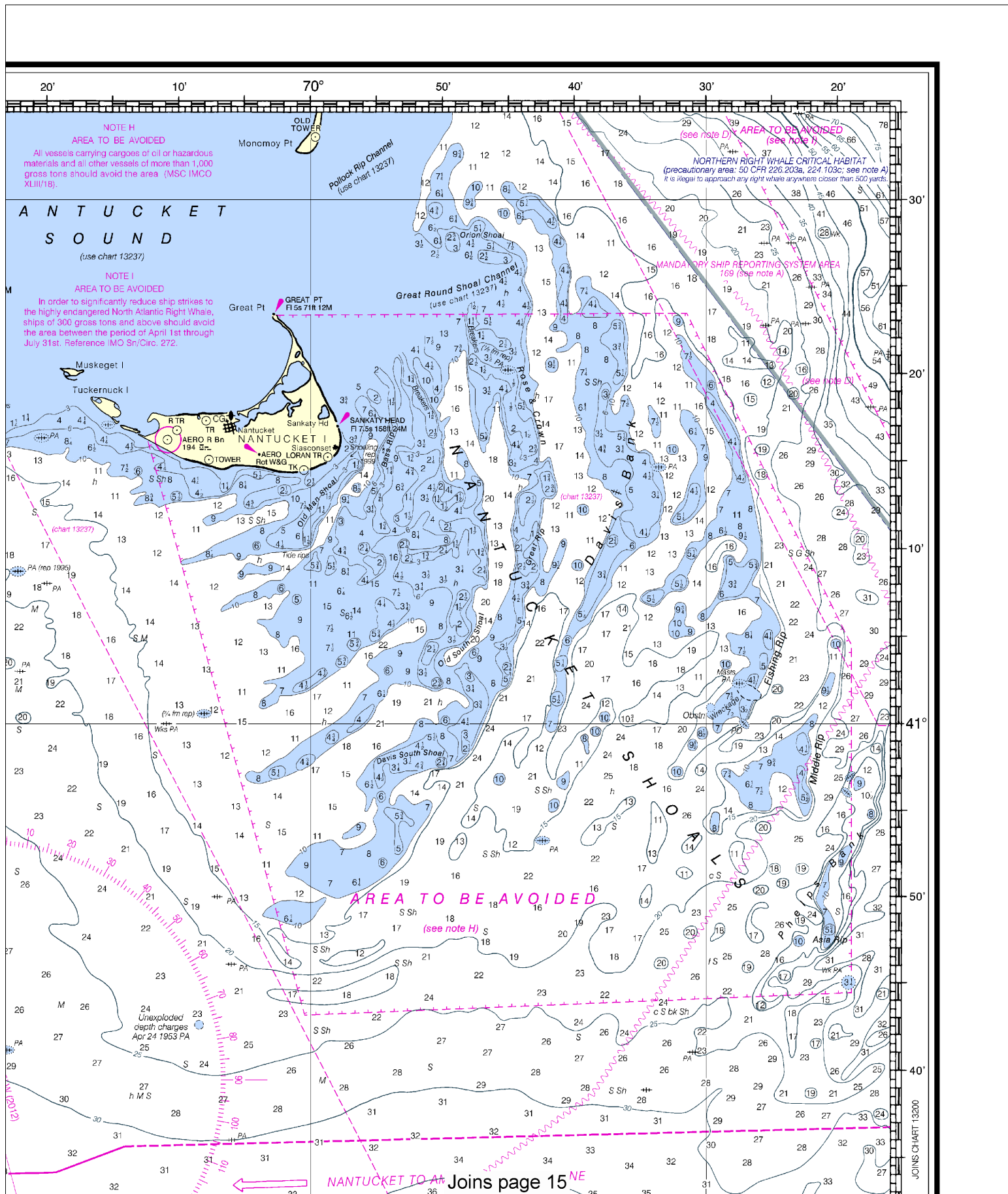
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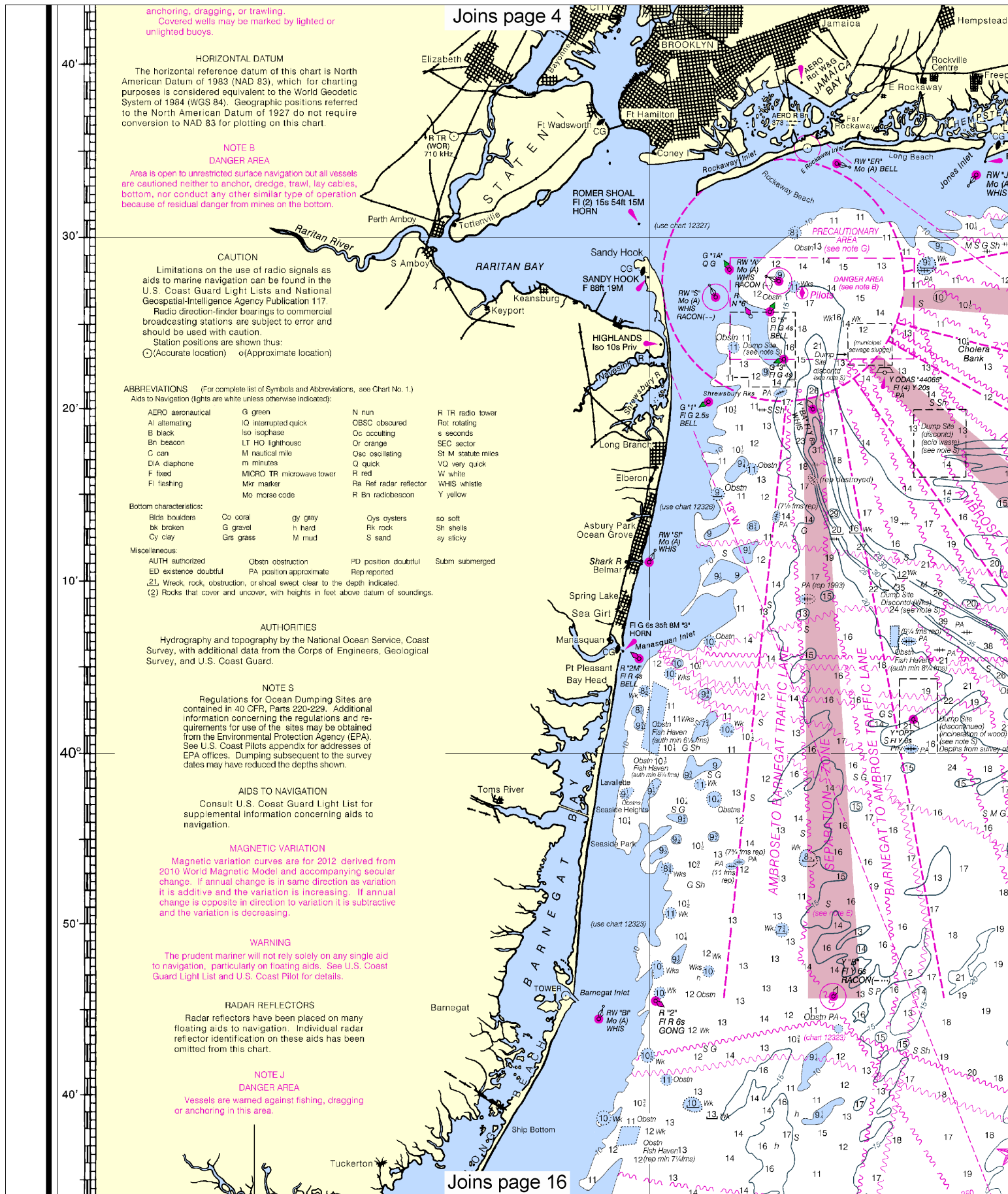












anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

#### NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

#### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N run	R TR radio tower
A alternating	IO interrupted quick	OBSC obscured	R rot rotating
B black	iso isophase	OC occulting	s seconds
Bn beacon	LT HO lighthouse	SCC sector	St M statute miles
C can	M nautical mile	Osc oscillating	VQ very quick
DIA diaphone	m minutes	Q quick	W white
F fixed	MICRO TR microwave tower	R red	WHIS whistle
FI flashing	Mir marker	Ra Ref radar reflector	Y yellow
	Mo Morse code	R Bn radiobeacon	

#### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	n hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

#### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

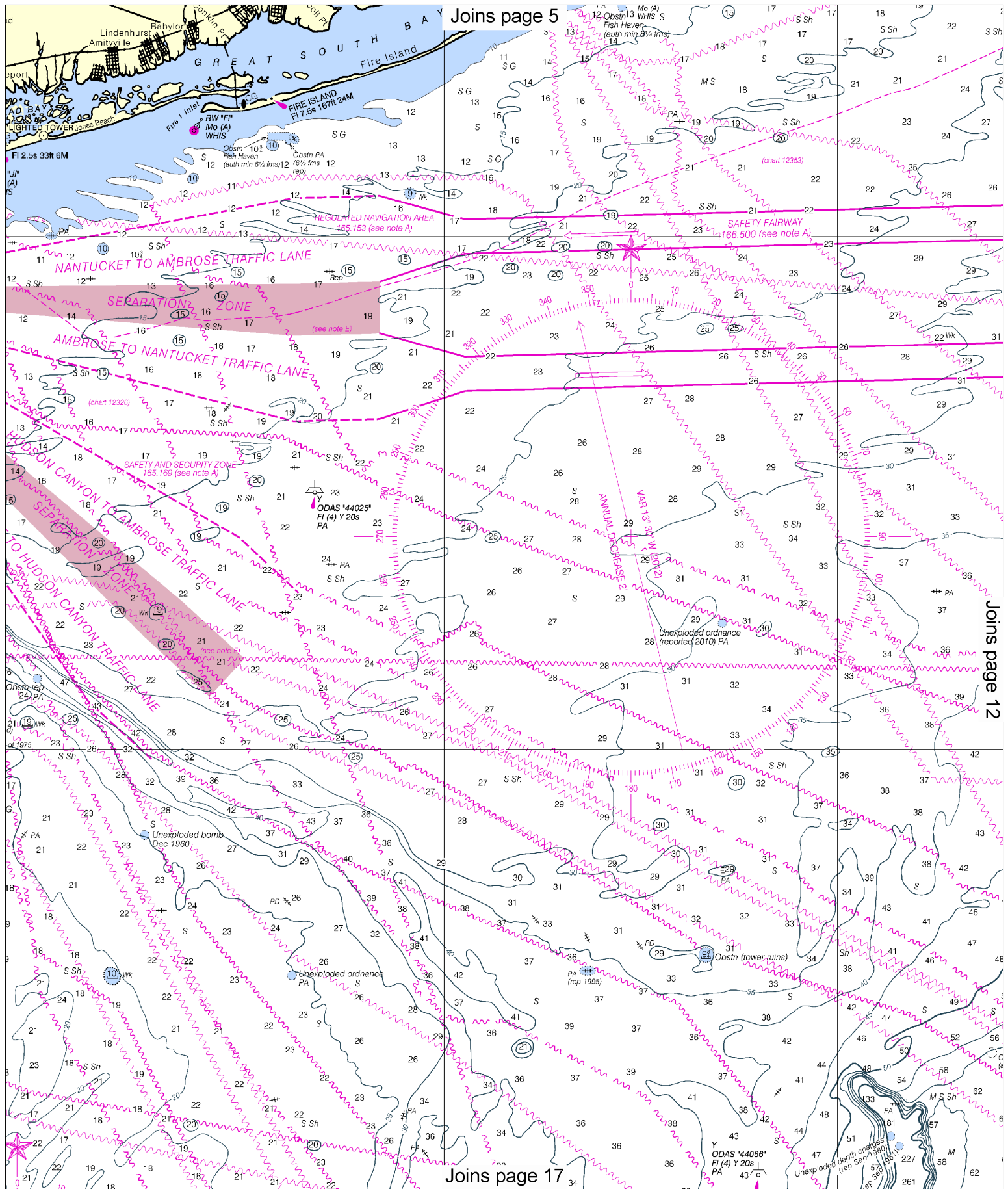
#### NOTE J

##### DANGER AREA

Vessels are warned against fishing, dragging or anchoring in this area.

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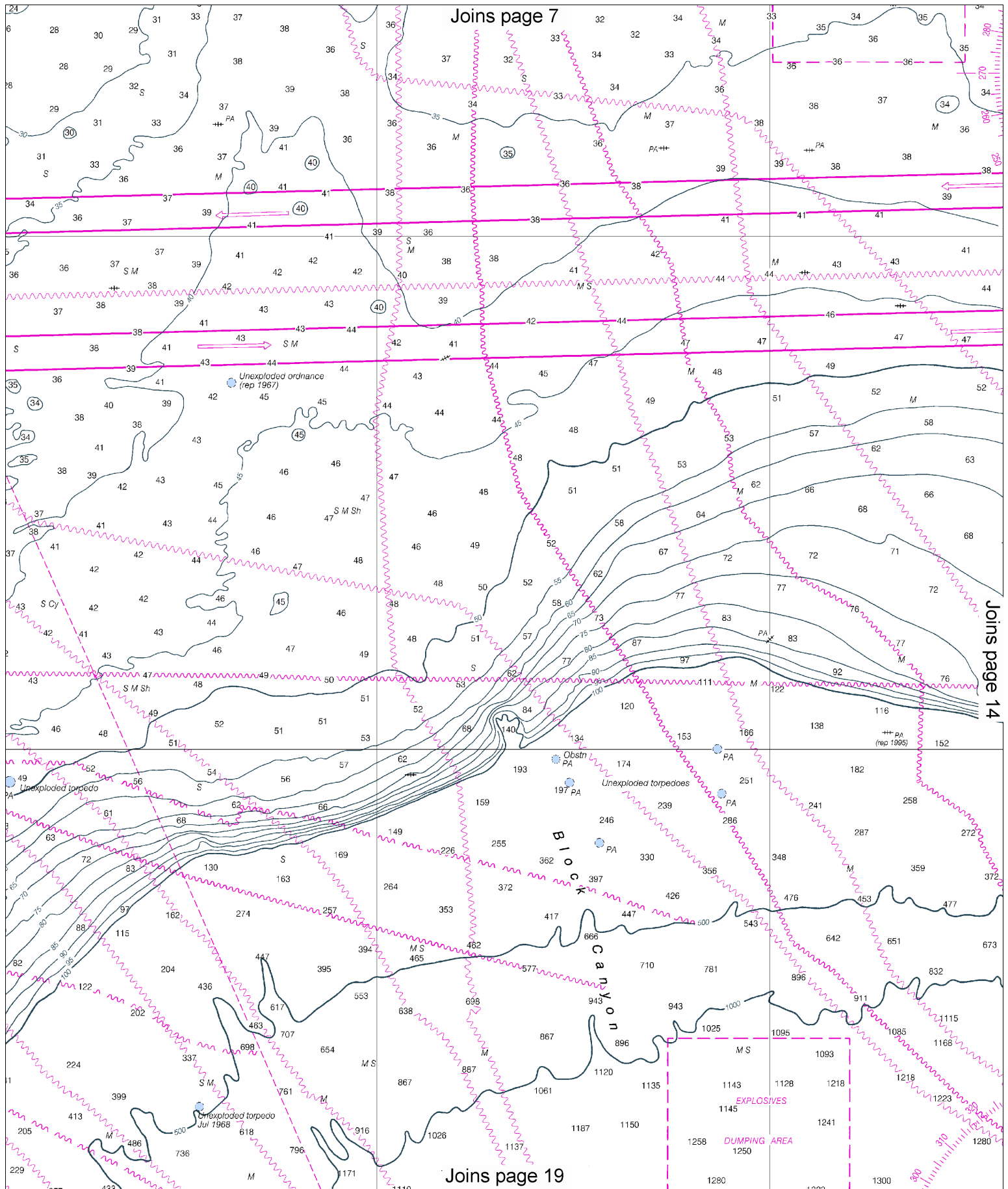
Joins page 5

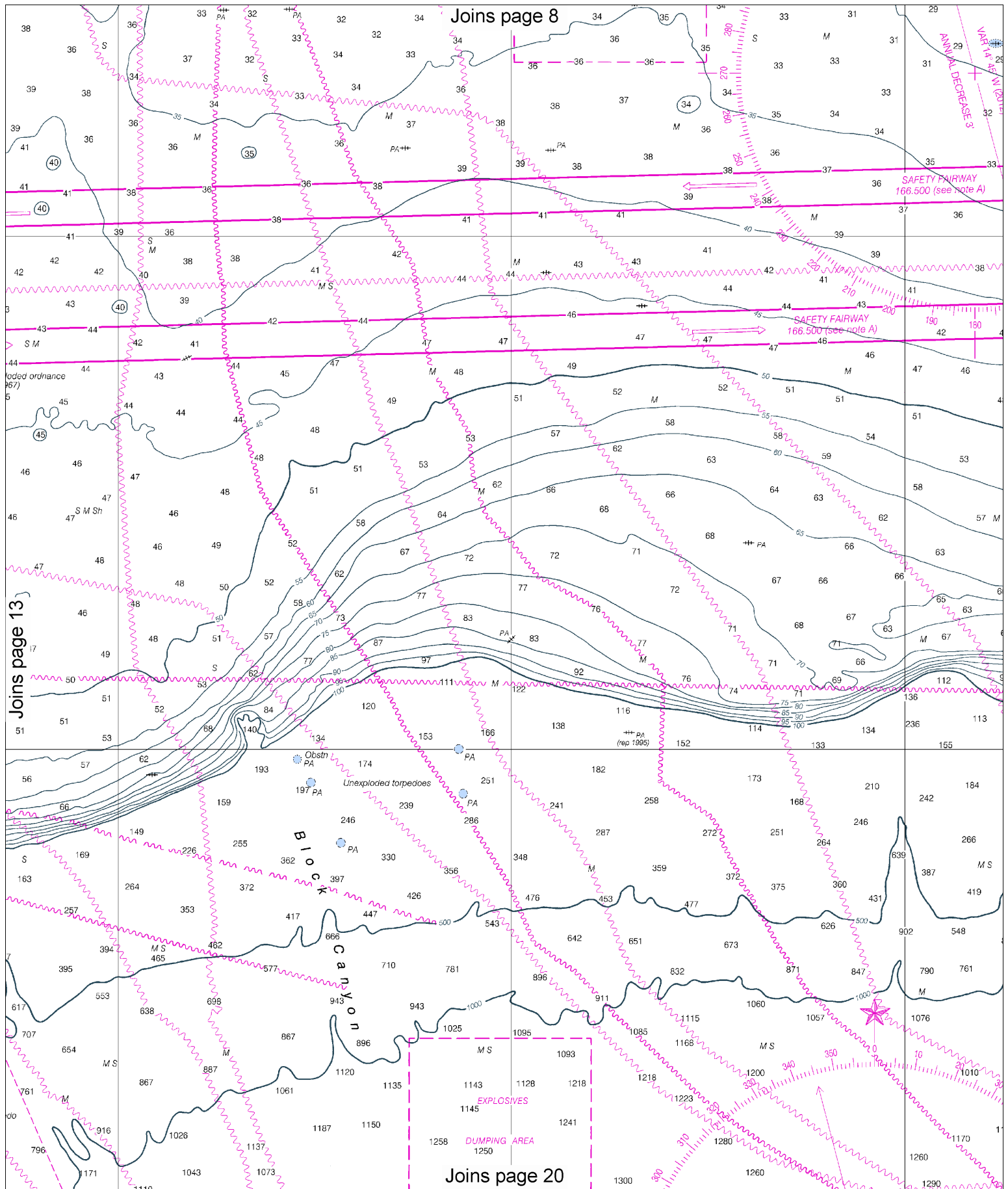
Joins page 12

Joins page 17

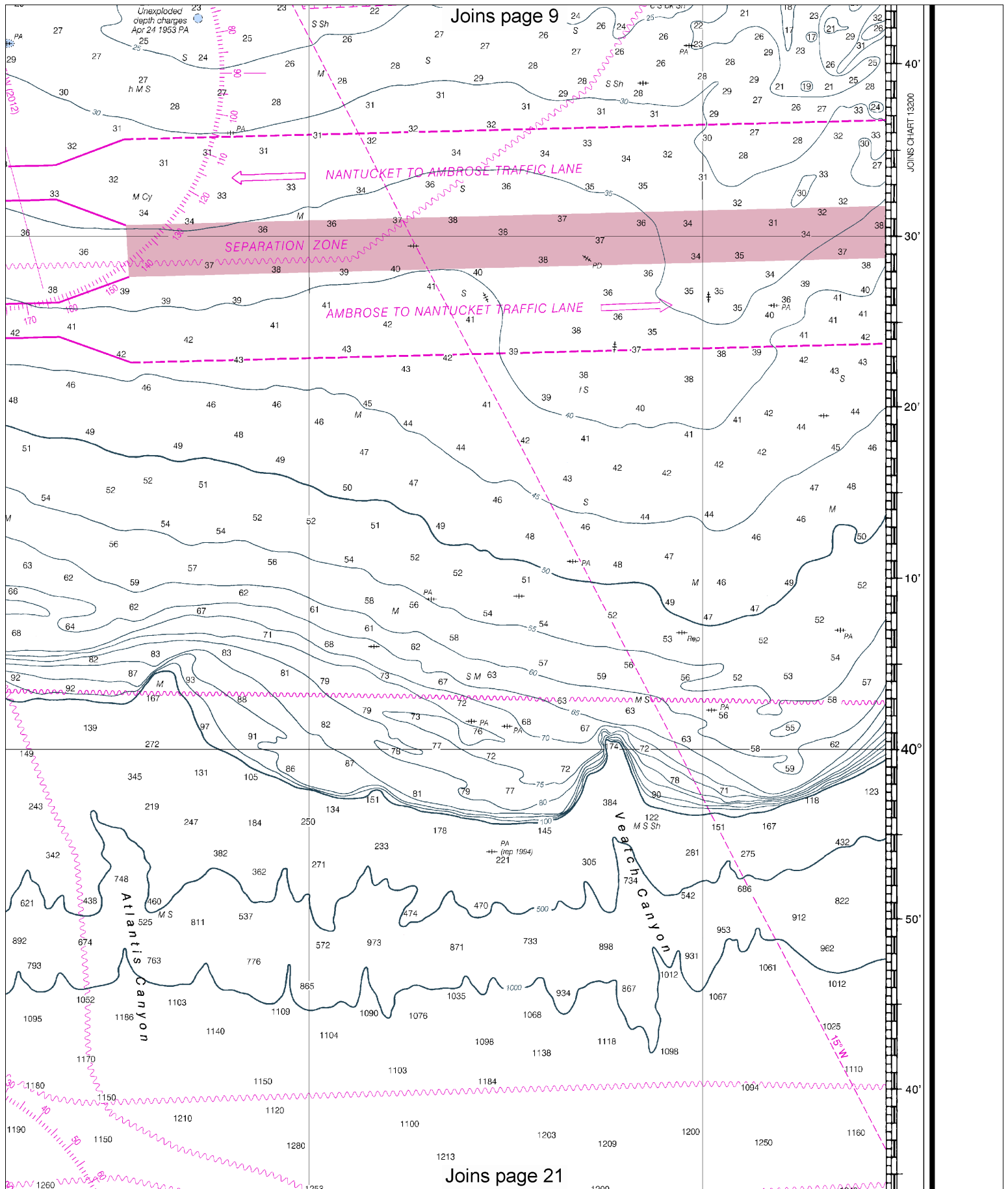












Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

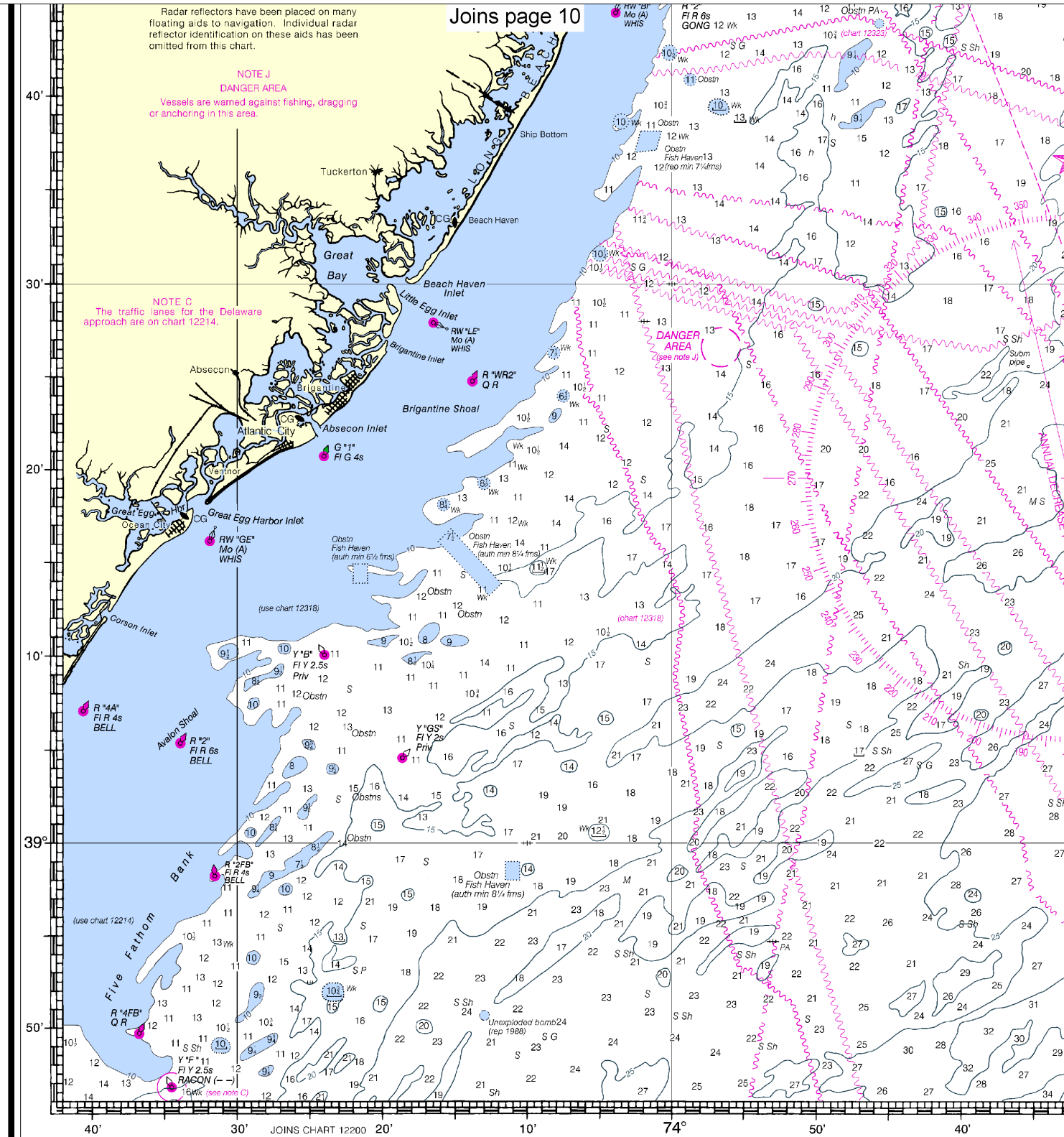
Joins page 10

**NOTE J**  
**DANGER AREA**

Vessels are warned against fishing, dragging or anchoring in this area.

**NOTE C**  
The traffic lanes for the Delaware approach are on chart 12214.

**DANGER AREA**  
(see note J)

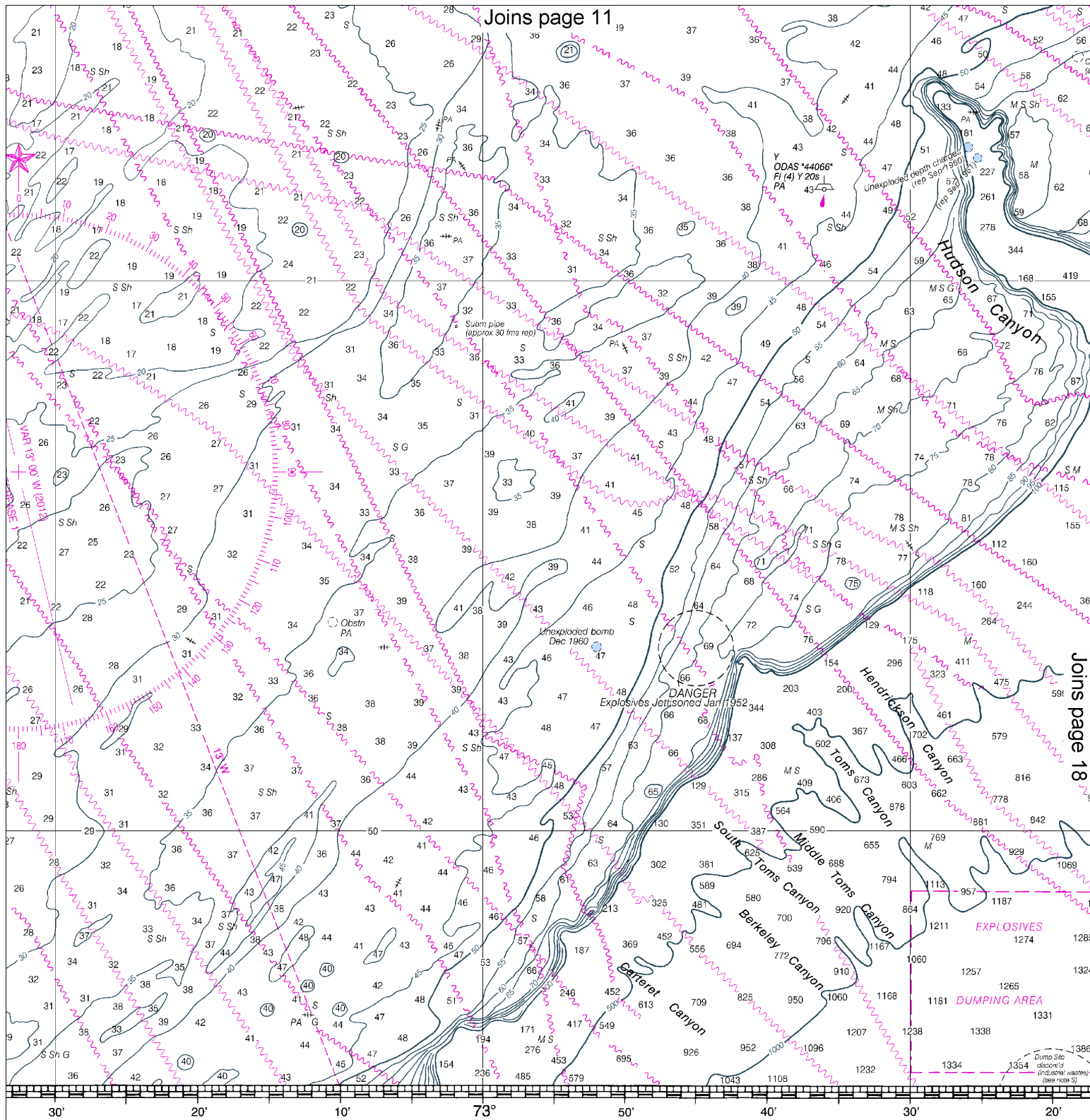


49th Ed., Jun. / 12 ■ Corrected through NM Jun. 30/12  
Corrected through LNM Jun. 26/12

12300

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additional improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282.



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Navigation. The National Ocean Service, or comments for this chart, contact the National Ocean Service, National Ocean Service, National Ocean Service.

PRINT-ON-DEMAND CHARTS  
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsd.noaa.gov/ndr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



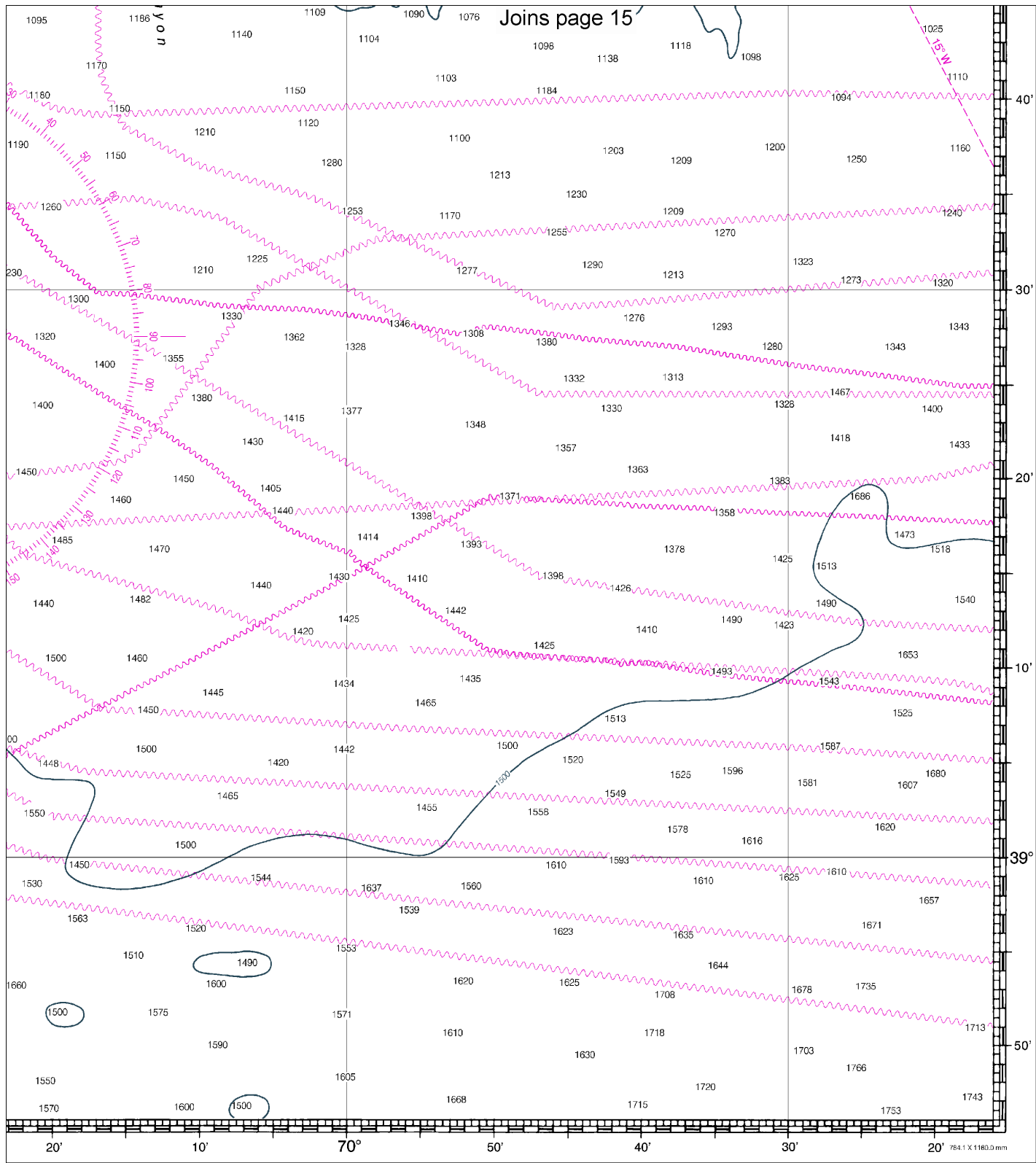
OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners. Charts are printed when ordered using Print-on-Demand technology. New weeks before their release as traditional NOAA charts. Ask your chart agent or contact NOAA at <http://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or CHART or <http://www.oceangrafix.com>.

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Approaches to New York  
SOUNDINGS IN FATHOMS - SCALE 1:400,000

12300

5	6	7	8	9	10	11	12	13	14	15	16	17										
30	36	42	48	54	60	66	72	78	84	90	96	102										
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9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

ED. NO. 49  
NSN 7642014010297  
NGA REFERENCE NO. 12ACO12300



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	— <a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker